

The China Mail

ESTABLISHED 1845

No. 16508.

號式月四年六十百九千壹

HONGKONG, WEDNESDAY, APRIL 5, 1916.

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PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 5.00 p.m. Every 10 minutes.
5.00 p.m. to 8.10 p.m. Every 10 minutes.

NIGHT CARS.
8.50 p.m. and 9 p.m. 9.50 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.

7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12.00 p.m. Every 15 minutes.
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Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the Company's Office, Alexandra Building, Des Voeux Road Central.

Season and punch tickets available for all cars not already full running at the time stated in the Company's time tables, but not for special cars, can be obtained on application at the Company's Office.

No Season ticket will be issued until payment therefor has been made in Bank Notes or by Cheque or Compro order representing Bank Notes.

JOHN D. HUMPHREYS & SON
General Managers.

THE 'CHINA MAIL'

NOTICE.

Communications relating to news, should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with any communication addressed to the Editor, so as to enable him to return answers, and also as evidence of good faith.

All matter for publication should be written on one side of the paper only.

Letters relating to business should be addressed to THE MANAGER.

Rate of subscription to 'The China Mail' is £3.00 per annum; per quarter and per week 'pro rata'.

The 'China Mail' is delivered free to subscribers in Hongkong and Kowloon. Postage is charged at the rate of a penny per month.

Orders for extra copies of the 'China Mail' should be sent as soon as possible as the supply is limited. Cash 10 cts., Credit 20 cts., per copy.

Rate of subscription to the 'Overland China Mail' is £12 per annum; postage \$1 per annum extra. Single copies twenty cents each.

Alterations and additions to Advertisements on Pages 2, 3, 6, and 7 should be sent to the Office, No. 5, Wyndham Street, not later than 11.30 a.m.

Alterations and additions to Advertisements on pages 1, 4, 5 and 8 should be sent us not later than 1 p.m.

New Advertisements should be sent in before 2 p.m.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: 'Mail' Hongkong.

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Imperiales	" "	25 3.25
Especiales La Giralda	" "	25 3.00
Perfectos	" "	25 2.75
Perlas	" "	25 1.90
Estrellas	" "	50 4.50
Reina Victoria	" "	100 8.00

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SIEN TING.

Dentist.

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Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 5,000 tons displacement providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES throughout the Shops ranging up to 100 Tons.

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As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY DESCRIPTION.

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Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the Town Office.

BUTTERFIELD & SWIRE

HONGKONG, CHINA AND JAPAN, AGENTS

Telegraphic Address:—'TAIKOODOCK.'

Telephone No. 212.

VICTORIA THEATRE

WEDNESDAY, 5th APRIL, 1916.

The Original and Powerful Drama in 3 Reels

THE SPELL OF DARKNESS

Comedies:—

(By Request) Col. Hezza Liar

Bloomer and the Hobbler.

The Great Keystone Picture in 2 Reels

MABEL AT THE WHEEL.

FRIDAY, 7th. THE ARCH VILLAIN.

VICTORIA THEATRE.

WEDNESDAY, APRIL 5th.

THE MELBOURNE'S FAREWELL

SPECIAL PROGRAMME.

Booking at ANDERSON'S.

ABSOLUTELY THEIR LAST APPEARANCE IN HONGKONG.

"The night shall be filled with music."

The cars that infect the day

Will fold their tents like the Arabs

And a silently steal away."

SPECIAL CHILDREN'S MATINEE

at 5.15 p.m.

THE HONGKONG HOTEL

AND

GRILL ROOM

J. B. TARRANT.

MANAGER.

PEAK HOTEL

ADJACENTLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST HOTEL.

Telephones in all rooms. First-class Casino, Lounge, Smoking and Ladies' rooms. Roof Garden.

Terms:—From \$5 per day. Men.

Telegraph Add: 'Peashtel'.

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In Casks of 375 lbs. net.

In Bags of 250 lbs. net.

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HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

WEDNESDAY, 5th APRIL.

8 A.M. 'HEUNGSHAN' 8 A.M. 'HONAM'

10 P.M. 'KINSHAN' 5 P.M. 'FATSHAN'

THURSDAY, 6th APRIL.

8 A.M. 'HONAM' 8 A.M. 'HEUNGSHAN'

10 P.M. 'FATSHAN' 5 P.M. 'KINSHAN'

Single Fare by Night Steamer \$ 6.00
Return Fare by Night (available also for Return by day Steamer) 11.00
Single Fare by Day Steamer 5.00
Return Fare by Day Steamer 9.00

HONGKONG-MACAO LINE.

S.S. 'TAI SHAN' Tons 2078 | S.S. 'SUI TAI' Tons 1851.

HONGKONG TO MACAO.

Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.

Week days at 5 A.M. and 1 P.M. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 A.M. and 2 P.M. Sundays, at 7.30 A.M. and 1 P.M.

EXCURSION TO MACAO.

SUNDAY, 6th APRIL.

The Company's Steamship "TAISHAN,"

will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M.

and return from Macao at 3 P.M.

N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

CANTON-MACAO LINE.

S.S. 'SULAN'.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 8 P.M.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 P.M.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION CO., LTD. AND THE INDIA-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

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One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers "LINTIAN" and "SALU". These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin.

Booking Office open daily (Sundays excepted) 9 A.M. to 5 P.M.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

"HOTEL MANSIONS" (First Floor),

Opposite the Bank of China.

ALEXANDRA CAFE.

We serve the Best Tiffin or Dinner in Hongkong

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Roast Ready for the Table Hot or Cold Roast Turkey, Geese, Pheasants,

Sirloin of Beef, Saddle of Mutton &c. Pork Sausages (own make) Game Pies

Pork Pies, Plum Puddings, Minced Meat, Minced Pies.

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HIGHEST GRADE
BRITISH MADE

Cadbury's "BOURNVILLE COCOA" represents the highest grade of nutritive cocoa at present on the market; it fully maintains its high reputation in food value and delicacy of flavor, and is second to none in any respect whatsoever." Medical Magazine, March, 1912.

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FROM THE FACTORY IN A GARDEN, BOURNVILLE, ENG.

Hongkong, Dec. 17, 1909

THE WAR.

TO-DAY'S TELEGRAMS.

(Reuter's Service to the China Mail)

THE SHORTAGE OF TONNAGE.

AS ADMIRAL'S EXPLANATION.

London, April 4.—Admiral Sir Cyprian Bridge emphasises that the shortage of tonnage experienced is not due to submarines, but is owing to the Naval and Military requirements. He says that during the war only 1 per cent. of the Allied shipping has been destroyed and that loss has been more than made up.

THE HOSPITAL SHIP OUTRAGE.

TURKISH COMMUNIQUE DESCRIBES THE SHIP AS A TRANSPORT.

Petrograd, April 4.—Russia has protested to all the Neutral Powers in regard to the torpedoing of the hospital ship *Portugal*. Speeches bearing with indignation have been made on the subject in the Duma and the Council of the Empire.

A Turkish communiqué claims that a Turkish submarine on March 31 sank a Russian transport of 12,000 tons with soldiers and war material north-east of Iceland.

This incident refers to the *Portugal*. It may be added, was not a steamer of 12,000 tons, but 5,355 tons gross. She belonged to the Messageries Maritimes Co. and was built in 1899.

THE METAL INDUSTRY.

IMPORTANT STATEMENT.

Melbourne, April 4.—Mr. Mahon, the acting Federal Attorney-General, has stated that a combination [has been formed] of the Broken Hill Mines and the Associated Smelters for the smelting, refining and the realisation of all their concentrates for half a century. They had a capital of a million sterling and all dividends over 10 per cent. would be allocated to a reserve fund for various producing companies. If the Bunnia Corporation joined the combination, Mr. Hughes, in the forthcoming negotiations on the Australian metal industry, would be able to speak for a combination of companies which were probably producing 85 per cent. of the zinc of the Empire.

Mr. Mahon added that there is now every prospect of the metal industry being placed on such a footing that it will be free of any possibility of coming under German control in the future, as the problem of the output of the Broken Hill Mines is now settled for all time.

ARRIVAL OF INDIA'S NEW VICEROY.

Bombay, April 4.—Lord Chelmsford, the new Viceroy of India, has arrived. His lordship was welcomed by rousing acclamations of multitudes. There was a most brilliant gathering. The Native Princes, the Governor of Bombay, Naval and Military Officers escorted by British Indian cavalry went in procession with great ceremonial to Government House where Lord Hardinge (the retiring Viceroy) received his successor.

HOLLAND'S PRECAUTIONS.

The Hague, April 4.—Another extraordinary Cabinet Council was held this afternoon. The Austrian Minister has assured the Government that no Austrian submarine was in the neighbourhood when the *Tubantia* was sunk.

(Havas Service.)

RUSSIAN OPERATIONS.

ENEMY RETIRE TO SECOND LINE IN KOLHI REGION.

Petrograd, April 4.—In the Kolhi region the enemy retired on the second line of trenches. We captured on the Middle-Sargys 71 prisoners and numerous rifles.

SERIOUS FIRE AT A KENT POWDER FACTORY.

ABOUT 200 CASUALTIES.

London, April 4.—The Ministry of Munitions reports that a serious accidental fire broke out during the week-end at a powder factory in Kent, leading to a series of explosions. The casualties are approximately 200.

THE "AURORA."

SIR ERNEST SHACKLETON WILL WIN THROUGH.

Dunedin, April 4.—Mr. Stenhouse, the Chief Engineer, was welcomed by the Harbour Board. In the course of a speech he said that he was fully confident that Sir Ernest Shackleton would win through, and he did not doubt that the leading party would manage to lay-depots towards the Pole for Sir Ernest Shackleton to pick up, and possibly they would meet the explorer.

AMPLE PROVISION FOR LANDING PARTIES.

London, April 4.—The *Daily Chronicle* publishes a long telegram from Mr. Stenhouse, sent from Dunedin, describing the experiences of the *Aurora*. He says that the ship reached Cape Crozier on January 9th, 1915, and proceeded westward to Cape Evans, where a large depot of benzine, kerosene and coal was established. Three depot-laying parties were dispatched into the interior, one of which, under Commander Mackintosh, with three men and nine dogs, had not returned to the ship. A party of four more, who had landed at Cape Evans on March 23rd, of the same year, for scientific work, had also remained behind. Mr. Stenhouse emphasises that there is ample provision for the needs of the landing parties and tigers is no fear of scurvy.

The *Aurora* observed a remarkable comet on May 2nd, 1915, over Mount Erebus. The length of the tail was ten degrees.

The *Aurora* was carried about in the drift ice in a most precarious position to July 22nd when the terrific pressure raised the ship on to the ice. The previous day heavy flows had inclosed the ship. Her steel-bound six-ton rudder was bent and twisted like a corkscrew and was useless.

A dramatic passage in Mr. Stenhouse's diary is that under date "Midnight, July 22nd" chronicling the final safety of the ship. He says: "Lanes opened in every direction. The ship was 90 miles S.E. of Coulman Island. Thank God, we have been spared through a fearful nightmare."

The first thing the *Aurora's* crew asked for on arrival at Dunedin was an English breakfast of porridge, bacon and eggs, to which they had looked forward after a month of seal and penguin.

A NARROW CHANCE.

Wellington, April 4.—The opinion is expressed that the *Aurora* was fortunate in being able to reach port. She was latterly making 7th of water daily.

CLYDE STRIKE ENDED.

London, April 4.—The Clyde strike is ended and work will be resumed to-morrow.

The B. & O. Homeward mail steamer *Medina* with the Hongkong Mail of the 24th February last, arrived in London on Monday, the 3rd inst.

The P. & O. Outward mail steamer *Harold* with the London Mail of the 24th ultimo, arrived at Port Said on Monday, the 3rd inst.

BOWEL COMPLAINT IN CHILDREN.

DURING the summer months children are subject to disorders of the bowels and should receive the most careful attention. As soon as symptoms of looseness of the bowels is noticed Chamberlain's Colic, Cholera and Diarrhoea Remedy should be given. For sale by all Chemists and Druggists.

LATEST EDITION.

STOP PRESS NEWS.

THE BUDGET.

THE WAR EXPENDITURE.

HEAVY INCREASE IN TAXATION. MANY NEW TAXES PROPOSED.

London, April 4.—There was a full attendance in the House of Commons to hear the Budget statement.

Mr. McKenna began by assuming that the war would last the whole financial year.

The actual expenditure had been 1,550 millions sterling. The total assistance to the Allies and the Dominions had been 346 millions.

The actual revenue was 337 millions.

The deficit of 1,222 millions had been made up of 600 millions War Loan; 154 millions by sale of Bonds; 50 millions by the Anglo-French Loan; and the balance by the sale of Treasury Bills.

INCREASED EXPENDITURE EXPECTED.

Expenditure must inevitably increase. He estimated the total expenditure for the year at 1,825 millions, of which 1,150 millions would be directly for the war, and advances to the Allies and the Dominions he put at 450 millions.

He hoped for serious economies in the Military Administration. The Chancellor expressed loyal gratitude for His Majesty's kindly gift and said the Government were awaiting the return of Mr. Asquith to decide the disposal of the gift.

Mr. McKenna estimated the revenue in the coming year at 502 millions.

The deficit would be met by borrowing.

THE NEW TAXATION.

He proposed to raise the lowest rate of the income tax to 2s. 3d. in the £, rising on earned incomes of £2,500 to 5s. Unearned incomes would reach the maximum to 5s. at £2,000, but the flat rate on unearned income deductible at the source would be 5s.

The income tax on Naval and Military salaries would remain unchanged.

These increases would produce 433 millions.

An amusement tax, including theatres, cinemas, horse-racing, and football, was estimated to produce five millions.

There would be a tax on railway tickets, producing three millions.

An additional half-penny in the £ on sugar, producing seven millions.

The duties on cocoa, coffee and chicory would be increased to 6d. in the £, producing two millions.

A tax on matches of 4d. per thousand, yielding two millions.

A tax on mineral waters of from 4d. to 8d. a gallon, yielding two millions.

Licensed motor-cars to be doubled or trebled, according to horse-power, yielding £80,000.

The Excess War Tax (i.e. on profits) to be increased to 60 per cent.

FURTHER TAXATION FORE-SEEN.

The taxes on tea and tobacco for the present would not be changed. A second Budget would be necessary in July when the question of further taxation of these commodities might arise.

LATEST NEWS FROM VERDUN.

FRENCH MAINTAIN UPPER HAND.

Paris, April 4.—The French are maintaining the upper hand at Verdun.

A communiqué reports a violent artillery duel from Avocourt to Malancourt.

The Germans in the Douaumont-Vaux region have not attempted a further attack, but our batteries, strengthened by our counter-attack, became particularly active against the enemy's positions here. The enemy's reply was feeble.

Eastward of Bois-le-Preux an enemy attack was repulsed by rifle fire.

Our batteries in Alsace bombarded convoys.

We continued to bombard enemy works in Argonne.

EARLIER TELEGRAMS.

THE VERDUN REGION.

SUCCESS AT VAUX.

Paris, April 3.—A communiqué says:—The French are gaining the upper hand in the fighting in the Vaux region. The battle, which was continued at night-time, was favourable to us. We gained ground at Bois Caillotte. It is confirmed that the German attacks were on a front of three kilometres. They were made in successive waves, which were then followed by small assaulting columns. Our artillery and infantry caused the Germans heavy losses.

Our batteries in Lorraine caused fires in the enemy lines. The Germans tried to rush a position in the region of Blamont, but were repulsed by rifle fire. A German aeroplane was killed near Noyon, and the aviators were captured. A Zeppelin bombed Dunkirk, two civilians being killed and four wounded.

ENEMY LOSE HEAVILY.

Paris, April 4.—Last night's communiqué states:—The Germans vigorously attacked the north bank of the Forges brook between Haucourt and Bethencourt, which had been previously evacuated by the French, who had taken up positions on the south bank. The Germans were surprised by a most violent fire from new positions and lost heavily. The French re-occupied the western part of the village of Vaux, after a violent engagement.

BRITISH FRONT.

CRATER TAKEN FROM THE GERMANS.

London, April 4.—Last night's communiqué states:—Early in the morning we attacked the crater at St. Eloi which the Germans had held since March 30th. We captured the crater and established our lines beyond. We also took 84 prisoners, including four officers.

The artillery have been mutually active about this neighbourhood. One of our aviators yesterday shot down a German machine in the neighbourhood of Lens. Another attacked and drove off five machines after a close combat with two.

ANOTHER ZEPPELIN RAID ON GREAT BRITAIN.

SIX AIRSHIPS TAKE PART.

London, April 3.—The War Office announces that six Zeppelins visited Britain last night. Three raided the south-east of Scotland, one the north-east of England, and two raided the eastern counties.

The airships cruised over Scotland from nine in the evening until one o'clock in the morning. They had no special locality of attack. They dropped 35 explosive and 17 incendiary bombs, damaging some hotels and houses. Seven men and three children were killed, and eleven wounded, including four children.

Twenty-two explosive and 15 incendiary bombs were dropped along the north-east coast. The Zeppelins over the eastern counties cruised about from ten o'clock till one. Both were engaged by anti-aircraft guns and machines and were thus prevented from selecting any definite locality as their objective.

Thirty-three explosive and 65 incendiary bombs were dropped.

So far as is ascertainable there were no casualties in England.

ZEPPELIN REPRISALS.

Paris, April 4.—As a reprisal for the Zeppelin bombardment of Dunkirk, Allied aircraft dropped 83 heavy bombs on four German frontier cantonnements. A squadron also bombed Conflans.

There have been many air-fights at Verdun. Four Germans were brought down, while others either took flight or were forced to descend.

WEST RIVER COLLISION.

CLAIM FOR \$100,000 DAMAGES.

The case was opened in the Admiralty Court to-day before the Chief Justice Sir Wm. Rees Davies, K.C., sitting with Comdr. Beckwith, R.N., as Assessor, of a case in which the Shui Hing Steamship Company Ltd., owners of the "Shin On," claimed "from the Standard Oil Company \$100,000 damages and costs as a result of a collision in the West River on January 16, 1915.

Mr. E. H. Sharp, K.C., appeared for the claimants and defendants, who filed a counter-claim for damages, were represented by Mr. Eldon Potter and Mr. F. C. Jenkin.

The case for the claimants is that the Standard Oil Company's lighter had gone aground and that she was not carrying proper lights.

The hearing was adjourned.

A PARENTS DUTY.

YOUR boy is always getting scratched, scabbed or bruised. Because these wounds have healed all right is no sign they always will. Get a bottle of Chamberlain's Pain Balm and see that every injury is cared for immediately. You can wash, soothe and bleed poisoning, sores, lacerations, burns, cuts, etc. For sale by all Chemists and Druggists.

PRESENTATION TO SURGEON-GENERAL HOSKYN.

There was an interesting meeting at Government House yesterday when a silver rose-bowl and an illuminated address were presented to Surgeon-General Hoskyn by the ladies whom he has during the last eighteen months examined in Home Nursing or First Aid examinations held under the auspices of the St. John Ambulance Association.

Mr. RALEIGH, Hon. Secretary to the Association, first asked Lady May to distribute a number of Home Nursing Certificates recently awarded, and when this had been done, called upon Lady May to make the presentation to General Hoskyn. In the course of his remarks Mr. RALEIGH referred to the very valuable services rendered to the Association by Dr. Hoskyn, who had examined no less than 147 candidates, and of these 138 had been awarded Certificates after an examination conducted with the thoroughness which was typical of Dr. Hoskyn.

Lady MAY then made the presentation after reading the address, which was contained within handsome covers, the work of the Italian Convent.

Dr. HOSKYN expressed his thanks to Lady May and those present for the kind expressions of their good will, and said that when he considered the heavy labours of other members of his profession at the present time he had often felt that he was not taking his due share in the great work to be done. He had accordingly been only too glad to give his assistance in furthering the work of the St. John Ambulance Association by examining the ladies who had spent a great deal of time, in studying First Aid and Home Nursing. He referred to the fact that he now had a family interest in the Colony and so looked forward to returning on a visit after the war.

THE SITUATION AT SWATOW.

In a breezy letter received to-day's correspondent in Swatow says:—

"Well! Swatow has been in a perfect turmoil and the Chinese in a terrible state of alarm, fearing an attack on the town, as it was said that troops were coming up from Canton to take the place. As usual, nothing has happened, but of course it may still happen. One never can tell; at present Canton is too busy to spare soldiers, being also in a state of turmoil and unrest. The American gun-boat *Wilkes* is here still waiting in case of need. They telegraphed from Amoy for her but she told them to telegraph elsewhere and is keeping the *Wilkes* here in case of need in the sweet bye-and-bye. Most of the head Chinese officials bolted at the first word of trouble; the Chinese gun-boat lying in the harbour also went off. They are truly a hopeless race. There will probably be a general scrimmage all over China before the people are satisfied; the question is, do they know what they do want? Can any one fathom them? The specimens of soldiers here are very weedy and their officers don't seem to have much control. Well, we shall have to wait and see what happens, but I don't think there will be any fighting. Let's hope not anyway. The town could easily be blown up in a few minutes; I should think, from the harbour. They began to open the shops again yesterday; for a few days they were all shut and barricaded, so they must think there is safety for the time being.

SERVES THE WHOLE FAMILY.

THE fame of Chamberlain's Cough Remedy is world wide. It is good for the deep seated cough of the adult or the group and whooping cough of the children. The same bottle serves the whole family. For sale by all Chemists and Stores.

To-day's Advertisements.

HONGKONG CRICKET CLUB. TENNIS TOURNAMENT.

MIXED HANDICAP DOUBLES:—Mr. and Mrs. NISBET v. Mr. HANCOCK and Mrs. MOXON on THURSDAY, 8th April, at 4.45 P.M. on the Central Hand Court. Gate 20 cents Members, 60 cents Non-members.

Hongkong, April 5, 1916. 506

WANTED.

WANTED—Immediately competent EUROPEAN firm class ships STEWARD for Pacific Run, good references required as to character and experience in catering.

Apply personally to JAYA-CHINA-JAPAN LINE, York Building, Hongkong, April 5, 1916. 504

NOTICE.

DURING Mr. LAURENCE'S absence Mr. F. W. S. EVANS will be in charge of the Hongkong Branch of our business. CALDERON, MACQUEEN & Co. Hongkong, April 5, 1916. 501

(Continued on page 8.)

OUR CIRCULATING LIBRARY

IS MOST MODERN AND UP-TO-DATE. ALL THE LATEST BOOKS BY THE BEST AUTHORS. FRESH ARRIVALS EVERY MAIL. THE PURCHASE OF ONE BOOK AT ONE DOLLAR ENTITLES YOU TO BECOME A MEMBER. BOOKS BOUGHT CAN BE EXCHANGED, AS FREQUENTLY AS THE READER WISHES, FOR ANY OTHERS IN STOCK ON PAYMENT OF 20 CENTS CASH.

QUEEN'S DISPENSARY.

HARPER & Co., Ltd.

TEL. 492.

31, Queen's Road Central.

THE ONLY EXCLUSIVE GINGER FALLOWS IN THE COLONY.

Diss Bros.

No. 1, WYNDHAM ST. (FLOOR ABOVE) ESTABLISHED 1905

OTHERS LOOK THE SAME.

"MALTHOID"

IS THE SAME

EVERYDAY! EVERYWHERE!

A Mineral Roofing! Laid by our experts! Guaranteed right!

Free particulars from Agents, **BRADLEY & Co., Ltd.** HONGKONG.

"D. C. L."

Malt Extract

with

Cod Liver Oil

Is made from the finest selected Barley and malted with the greatest care on the Company's own premises.

THE DISTILLERS COMPANY, LTD.

EDINBURGH.

Price per 1 lb. Jar - - - \$1.00

" " 2 lb. Jar - - - \$1.80

SOLE AGENTS:

GANDE, PRICE & Co., Ltd.

3, Queen's Road Central

Tel. No. 135. J. W. 804

SHIPPING

P. & O. S. N. Co.

ROYAL MAIL SERVICE.

Will dispatch VESSELS to the Undermentioned PORTS on or about the

For	STEAMERS	To San On	RELAYS
LONDON & BOMBAY	MAITA	7th April	Connecting at
SPORLE, PANG, COBO	Capt. C. O. Talbot	7th April	C'bo with Mail
Port Said & MARSEILLES	R.N.R.		a.s. Khiva.
SHANGHAI, MOJI, KOBE	NAMUR	13th April	Direct
and YOKOHAMA	Capt. A. Collyer		Service
LONDON & BOMBAY	NAGAYA	21st April	Connecting at
SPORLE, PANG, COBO	Capt. A. D. Garwood	21st April	C'bo with Mail
Port Said & MARSEILLES	R.N.R.		a.s. Moolton.
SHANGHAI, MOJI, KOBE	NANKIN	23rd April	Direct
and YOKOHAMA	Capt. G. Minley		Service

Wireless on all steamers. Return tickets at a fare and-a-half available to Europe for two years, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.
For PASSAGE RATES, HAND-BOOMS, and FREIGHTS, apply to
P. & O. S. N. Co.'s Office,
Acting Superintendents.

OSAKA SHOSHEN KAISHA.

REGULAR SERVICE PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)



THE AMERICAN LINE TO TAOMA AND SEATTLE

In connection with THE CHICAGO MILWAUKEE & ST. PAUL RAILWAY
For VICTORIA AND TAOMA VIA
MANILA, NAAGASAKI, KOBE, YOKKAICHI
AND YOKOHAMA.

S.S. "HAWAII MARU" Capt. Saito Monday, 10th April, at 5 p.m.
These Newly-Built Steamers of American Line have half speed and are fitted with the Wireless Apparatus. Best adapted for carrying SUI, Treasure and Parcels.

For BOMBAY via SINGAPORE, PORT SWETENHEAM, PENANG and COLOMBO.
S.S. "JAYA MARU" Capt. D. Fuchigami Thursday, 20th April, at 7 a.m.

For TAMSUI and KEELUNG via SWATOW AND AMOY.
S.S. "DAIGI MARU" Capt. T. Konishi Sunday, 9th April, at Noon.
S.S. "KAIJO MARU" Capt. Murakami

For ANPING AND TAKAO via SWATOW AND AMOY.
S.S. "SHOSHU MARU" Capt. A. Kobayashi Wednesday, 12th April, at 9 a.m.

These Steamers of Coast and Formosa Line have excellent accommodation for first class passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from the Soon Yip Wharf near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO
H. YAMAUCHI, Manager,
Second Floor No. 1, Queen's Building.

THE EASTERN & AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL

TO AUSTRALIA.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
EMPIRE	3rd April	7th April, at 4 p.m.
EASTERN	12th May	25th April, at 11 a.m.
ST. ALBANS		2nd June, at 11 a.m.

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-rooms have Electric Fans. A daily qualified Doctor and Stewards are carried. All Steamers Fitted with Wireless Telegraphy.
For further particulars, apply to
GIBB, LIVINGSTON & CO.
Agents.

NATAL LINE OF STEAMERS

TAKING CARGO on through Bills of Lading to SOUTH AFRICAN PORTS with transshipments at CAIRO, SUEZ, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO. LTD.
AND AFAR LINE.
Proposed Sailings from Hongkong.

Steamer from Hongkong	on or about	Connecting at Calcutta with	On or about

For Freight and further particulars apply to
DODWELL & CO., LTD., Agents.

HONGKONG—NEW YORK.

REGULAR SAILINGS VIA PORTS AND SUEZ PANAMA CANALS.
(With liberty to call at the Malabar Coast.)

For NEW YORK via SUEZ CANAL or CAPE of GOOD HOPE.
S.S.
For Freight & further particulars, apply to
DODWELL & CO., LTD., Agents.

THE NANYO YUSEN KAISHA

(SOUTH SEA MAIL & S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

Sails on or about
S.S. BORNEO MARU, For Moji, Kobe & Yokohama 7th April
S.S. HORUTO MARU, For Moji, Kobe & Yokohama 25th April

For Freight & Passage apply to
DODWELL & CO., LTD., Agents

SHIPPING

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
BANGKOK	Saima	April 6, Daylight
TIENSTEIN	HICHOW	April 7, at Noon
SEANGHAI	LOCHOW	April 9, Daylight
MANILA, CEBU & ILOILO	TAMING	April 11, at 4 p.m.
SEANGHAI	YINCHOW	April 11, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly
S.S. "LINTAN" and S.S. "SANUL"

For MANILA LINE. Twin Screw Steamers "Orinohua," "Taming," & "Tea" Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-rooms on deck, aft on "Taming" and "Tea."

SHANGHAI LINE—PASSENGERS, MAILS & CARGO.
S.S. "Anhui," "Chenan," "Lochow," "Yingchow," "Shantung" and "Sinkiang" with excellent accommodation. Electric Light and Fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
AGENTS.

Telephone No. 34.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG
(SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
HONGKONG & HAIPHONG	LOKSANG	THURSDAY, April 6, at 8 a.m.
SHANGHAI	CHOYSANG	SATURDAY, April 8, Daylight
MANILA	LOONGSANG	SATURDAY, April 8, at 3 p.m.
WEIHAWEI via TIENSTEIN	CHIPSING	SUNDAY, April 9, Daylight
MANILA	YUENSANG	SATURDAY, April 15, at 3 p.m.

RETURN TOURS TO JAPAN.

THE steamers Kiang, Namang, Lochow & Yookang leave about every 3 weeks generally call at Shanghai en route for Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 23 days. This service is supplemented by the Yookang, Kiang leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered) Kobe & Moji and returning thence direct to Hongkong. Time occupied 19 days.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Cheloo, Tientsin, Dairen, Wailai.

Taking Cargo on through Bills of Lading to Kuantai, Lahad Dairi, Simporna, Tawau, Uluabau, Jesselton and Labuan.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
General Managers.

BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.

Telephone No. 215.



R.M.S.P.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG,
SUBJECT TO CHANGE WITHOUT NOTICE

HOMEWARDS

Sailing to VICTORIA, VANCOUVER, SEATTLE, TACOMA and PORTLAND.

For freight and further particulars, apply to
JARDINE, MATHESON & Co., Ltd.,
AGENTS.

Telephone No. 215 8th Fl. 11.

BRITISH INDIA S. N. CO. LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, HONGKONG, SHANGHAI
AND JAPAN PORTS.

EASTWARD.

S.S. JAPAN, 6,013 tons, Capt. C. P. Seddon, will be despatched for SHANGHAI, KOBE and MOJI on the 6th April.

WESTWARD.

The above Steamers have excellent saloon accommodations for passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or Passage, apply to
DAVID BARBOON & CO. LTD.,
AGENTS.

SHIPPING

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good Accommodation for First-Class Passengers. Electric Light and Fans in State-rooms and Saloons. Excellent Cuisine.

SWATOW, AMOY & FOCHOW

AND RETURN.

(Occupying 9 to 10 Days)

STEAMSHIP	CAPTAIN	LEAVING
HAITAN	Capt. J. S. Thomson	TUESDAY, 11th April at 2 p.m.

SWATOW.

HAITAN Capt. J. S. Thomson, FRIDAY, 7th April at 2 p.m.
Arrivals and Departures from the Company's Wharf (near Blaks Pier).
For Freight and Passage apply to—

DOUGLAS LAPRAIK & Co.,
General Managers.



TOYO KISEN KAISHA.

SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA, JAPAN & HONOLULU.
Sailings from Hongkong—Subject to change without notice.

Steamer	Tons & Speed	Leave Hongkong
CHIYO MARU	22,000-11 knots	Postponed Indefinitely.
PERIA MARU	9,000-13 knots	Fri, 21st April at 10.30 a.m.
TENYO MARU	22,000-11 knots	Sat, 6th May at Noon.
SEIYO MARU	14,000-14 knots	Thurs, 11th May at Noon.
NIIPPON MARU	11,000-15 knots	Tues, 16th May at 10.30 a.m.
SHIYO MARU	21,000-11 knots	Wed, 31st May at Noon.
DAIREN MARU	8,000-14 knots	
KWANTO MARU		

Proceeding to South American Ports. Via MANILA, Omitting Shanghai.
First Class to London £71-10, Return (6 months) £130.
" " New York £50, " " £98-10.
" " San Francisco £45, " " £88.
SPECIAL RATES given to Naval and Military, Civil Servants, Missionaries, etc.
ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.
Passengers may travel by Railway between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

For Japan Ports, Honolulu, San Francisco, Los Angeles, Salina Cruz, Balboa, Callao, Arica, Iquique and Valparaiso.
Thence by Trans Andean Route to Buenos Aires, etc.

Steamer Tons & Speed Sailing
SEIYO MARU 14,000-14 knots Thursday, 11th May at Noon.

For full particulars as to Passage and Freight apply to
K. DOI, Acting Agents,
KING'S BUILDING (Opposite Blaks Pier).

Telephone 251.



NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	Displacement	SAILING DATES
LONDON via SINGAPORE, MALACCA, PENANG, COLOMBO, DUBAI, CAPE TOWN and TENERIFE	SEITANO MARU	Tons 15,000	THURSDAY, 6th April, at Noon.
	FUSHIMI MARU	Tons 21,000	THURSDAY, 20th April, at Noon.
VICTORIA, B.O. & SEAT, via SHANGHAI, MOJI, KOBE, YOKKAICHI & YOKOHAMA	AWA MARU	Tons 12,500	TUESDAY, 18th April, at Noon.
	NIKKO MARU	Tons 9,500	FRIDAY, 14th April, at 4 p.m.
	SAKI MARU	Tons 12,500	TUESDAY, 18th May, at 11 a.m.
SYDNEY via MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BEIRBANE	KIRIN MARU	Tons 8,000	WEDNESDAY, 13th April.
MOJI & KOBE			
CALCUTTA via SINGAPORE, PENANG & RANGOON			
BOMBAY via SINGAPORE, MALACCA and COLOMBO	BOMBAY MARU	Tons 8,000	MONDAY, 10th April.
NAGASAKI, KOBE & YOKOHAMA	SAKI MARU	Tons 12,500	FRIDAY, 14th April, at 10 a.m.
SHANGHAI, KOBE & YOKOHAMA			
KOBE & YOKOHAMA			

Wireless Telegraphy.

SOME PRINCIPAL FARES.

To London 1st Single Yen 600.	To Marseilles 1st Single Yen 500.
" " 2nd Single " 400.	" " 2nd Single " 350.
" " 3rd Single " 300.	" " 3rd Single " 250.
To London, Southampton, Liverpool via New York 200 13s.	To Yokohama, Seattle, 1st Single " 230.
To Yokohama, Seattle, 1st Return " 425.	To Yokohama, Seattle, 1st Return " 425.
To Yokohama, Seattle, 2nd Single " 180.	To Yokohama, Seattle, 2nd Single " 180.
To Yokohama, Seattle, 2nd Return " 325.	To Yokohama, Seattle, 2nd Return " 325.
To Yokohama, Seattle, 3rd Single " 130.	To Yokohama, Seattle, 3rd Single " 130.
To Yokohama, Seattle, 3rd Return " 275.	To Yokohama, Seattle, 3rd Return " 275.

Round-the-World Yen 1,040.

KUO MOTO, Manager.

Telephone No. 244.

SHIPPING

F. & O. S. N. Co.

STEAM FOR
STRAITS, COLOMBO, AUSTRALIA,
BOMBAY, EGYPT, MEDUEB,
RANKAN PORTS, AND
LONDON.

Through Bills of Lading issued for BATA,
VIA PERSIAN GULF, CONTINENTAL,
AFRICAN AND SOUTH
AFRICAN PORTS.

THE Steamship MAITA, Captain

C. C. Talbot, R.N.R., carrying His Majesty's Mail will be despatched from this port on or about FRIDAY, the 7th April, 1916, taking above

passengers and Cargo for the above route in connection with the Company's Steamship Khiva from Colombo, Passengers' accommodation in which vessel is

secured before departure from Hongkong. Silk and Valuable, and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London.

Other Cargo for London etc. will be conveyed via Bombay per a.s. Mafalda due in London about 22nd May, 1916.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. V. D. FARR,
Acting Superintendents.

Hongkong, March 25th 1916.

FOR SAN FRANCISCO.

THE FINE NEW AMERICAN

S.S. "FLORIDIAN"

Will be despatched about 30th May, taking cargo for SAN FRANCISCO and for Overland Points in the United States.

For freight and further particulars apply to
DODWELL & CO., LTD.,
Agents.

Hongkong, March 24, 1916.

THE HANDY BOAT FOR MACAO.

THE Steamship

"CHUEN CHOW"

The "ONLY BOAT LEAVING" at 5 P.M.

EVERY DAY.
Back again by noon on the following day.

SUNDAY—Leaves Macao 5 P.M. Arrives Hongkong about 9 P.M.

FARES—First Class 80 Single, 150 Return (Saloon) for Chinese.

First Class 80 cts. Single; \$1.50 Return (Saloon) for Europeans.

Second Class 60 cts. Single; \$1 Return. Electric Fans throughout. First Class Attention. Ample Saloons and Cabin Accommodation.

Passengers may sleep on board without additional charge on return tickets only.

NOTICES TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM EUROPE, COLOMBO AND STRAITS.

THE Company's Steamship, HIBANO MARU, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, To-Day.

Goods not cleared by the 10th April, 1916, will be subject to rent.

Damaged Packages must be left in the Godowns for examination by the Consignees, and the Co's representative at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

NIPPON YUSEN KAISHA,
Agents.

Hongkong, April 3, 1916.

TOYO KISEN KAISHA.

FROM SAN FRANCISCO via

HONOLULU, JAPAN PORTS and

MANILA.

THE Steamship

"KWANTO MARU" The above-named Steamer having arrived Consignees of Cargo are hereby notified to send in their Bills of Lading for counter-signature, and to take immediate delivery of Cargo from alongside.

Cargo remaining undelivered on SUNDAY, 2nd April, will be landed at Consignees' risk, and expense, and delivery must then be taken from the Company's Godown. Storage charges will be assessed on all goods remaining undelivered on FRIDAY, 7th April, at 5 P.M.

No Claims will be recognized after the Goods have left the Steamer or Godown. All claims and damaged Cargo will be landed into the Company's Godown, where they will be stored at 40¢ per cubic foot, at 10 a.m.

No Claims will be recognized if filed after SATURDAY, 15th April, 1916.

K. DOI,
Acting Agents.

Hongkong, April 1, 1916.

"ANOTHER ROUND."



WATSON'S E LIQUEUR
WHISKY
 The Premier Scotch
 of the East.
A. S. WATSON & Co. Ltd.
 HONGKONG.

W. M. POWELL, LTD.

TEL 344

SMART
WHITE
SHOES

FOR THE COMING
 SEASON.

NOW ON SHOW.

NEWEST MODELS.

LADIES' SHOE

DEPARTMENT.

THE DIARY.

MEMO. FOR TO-MORROW.

41 a.m.—Auction of Household Furniture, etc. at Messrs. Hughes and Houghton's.

General Memoranda.

FRIDAY, April 7.
 5.30 p.m.—St. Stephen's College Sports at Happy Valley.

SATURDAY, April 8.
 King of Boku's Birthday (1876).

10.45 a.m.—Auction of Household Furniture, etc. at Messrs. Hughes and Houghton's.

Entries close for Hongkong Tennis League.

Sat. & Sun., April 9.
 Mixed Footrace Competition at Deep Water Bay.

SUNDAY, April 9.
 9 a.m.—Excursion to Macao by S.S. "Taishan".

MONDAY, April 10.
 11.30 a.m.—H.K. Rope Co's. Extraordinary Meeting.

11.45 a.m.—Green Island Cement Co's. Meeting.

WEDNESDAY, April 12.
 8.30 p.m.—Social Outing in the Lecture Hall, Union Church.

THURSDAY, April 13.
 8.15 p.m.—Children's Theatrical Performance at Mt. Austin Theatre.

FRIDAY, April 14.
 8.15 p.m.—First Gymkhana of the Season.

9.15 p.m.—Children's Theatrical Performance at Mt. Austin Theatre.

VISITING CARDS

PRINTED AT

China Mail Office.

NEWS OF THE DAY.

LOCAL AND GENERAL.

Two baby tigers will be sold by auction at Messrs. Hughes and Houghton's sales rooms next Tuesday.

Mr. J. F. Olsen, Commissioner of Customs, has been appointed to Hankow, to succeed Mr. F. A. Carl.

Mr. Edward Howell, of the Chinese Customs Service, has been transferred from Peking to Shanghai.

Lieut. Walter Hagen (of Tientsin, formerly of Hongkong), has been promoted to be a captain in the 12th East Surrey's, which battalion is still training in England; his elder brother, Lieut. E. C. Hagen, is now in France with the ammunition column of the R.F.A.

The Cotton Growers Association of the United States has petitioned Congress to obtain the Philippine Islands.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—
 Tang Tai Chi \$100
 Yick Loong 40
 J. D. Humphreys & Son 25
 Moxon & Taylor 25
 General Electric Co. of China 10
 Donnelly & Whyte 10
 Hughes & Houghton 10
 R. D. Seba & Co. 10
 Siemens China Electric Co. 10
 Robert Doherty Co. 10
 S. Moutrie & Co. 10
 M. S. Suen 10
 Hon. W. Chatham C.M.G. 10
 T. A. Loughlin 10
 N. Mody & Co. 10
 Kelly & Walsh 10
 W. J. Fringle 10

"HONGKONG" BEDS IN NEWLEY HOSPITAL.

The proceeds of the Variety Entertainment held at the Victoria Theatre on the 30th ultimo, arranged by the local Branch of the Overseas Club amounted to about \$550 (including a donation of \$50 from H.E. The Governor); this, together with funds already collected by some of the members, will be sufficient to support two "Hongkong" Beds for one year. The sum of £104 has been added to the Headquarters of the Overseas Club in London. A Balance Sheet will be issued to all members who have kindly assisted in collecting funds.

The Committee tender their sincere thanks to Mr. T. Melbourne & Co., The Management of the Victoria Theatre, The Hongkong Police Reserve Band, Mr. Pradon, The Anderson Piano Co., Messrs. Flint & Montague, Messrs. Masefield & Flint, The Harbour Master, The Superintendent of Buildings & Forestry Dept., and all who assisted by selling tickets.

THE "CHIYO-MARU."

As there is now no wireless operator on the "Chiyo-maru" and those who left for the scene of the wreck this morning had not returned at time of going to press, we have been unable to obtain further news to that which we published last night concerning the fate of the wrecked steamer. On enquiry at the Toyo Kisen Kaisha we learnt that the vessel, which yesterday had split in two between Nos. 2 and 3 holds, was this morning again by the stern. No news had reached the office at 4 p.m. that the vessel had sunk in deep water; but it was believed that it was quite possible that, by now, this has happened.

It is stated that the vessel was insured for \$750,000.

A notification to passengers regarding their luggage appears in our advertisement columns.

Mr. Moe Cheong, the well-known photographer, has taken some capital photographs of the stranded steamer.

CLOSING SHARE QUOTATIONS.

	4 p.m.
Banks	\$775 s.
Douglases	122 s.
Signs	127 s.
H.K. Docks	124 s.
Indos (def.)	120 s.
Indos (pref.)	51 s.

RUBBER DIVIDENDS.

A London wire dated March 25th says:—
 Final dividends are announced as follows:—
 Kombok 10 per cent. Gula Kalampung 8 1/2.
 Damsara 2 1/2, and Keping 4 1/2.
 Hummock pays an interim dividend of 10 per cent.

TENNIS TOURNAMENT.

Mr. and Mrs. Nisbet will meet Mr. Hancock and Mrs. Moxon in the Mixed Handicap Doubles to-morrow at 4.45 p.m.

THE FORTY YEAR TEST.

An article has been published in the "Forty Year Test" which is a record of the life of a man from birth to death. The article is a biography of a man who has lived for forty years. The article is a record of the life of a man who has lived for forty years. The article is a record of the life of a man who has lived for forty years.

AN ENGINEER'S CERTIFICATE.

IMPORTANT REHEARING AT MARINE COURT.

ILLEGALITY OR HARDSHIP?

There was an interesting argument at the Marine Court to-day when a Special Court sat to rehear the charge of misconduct against the Chief Engineer of the s.s. "Wallower," Warren Smith. The previous Court ordered the engineer's certificate to be suspended for a period of six months.

The Court to-day was composed as under:—Mr. F. Hazeland (stipendiary magistrate) President; Commander Gibson, Lt. Com. R. McMurray, R.N.R., Commander Davidson and Mr. F. J. W. James, marine engineer, Messrs Butterfield and Swire.

Mr. H. W. Looker, of the firm of Messrs Doocan, Looker, Deacon and Harston, appeared in support of the re-hearing, and the Hon. Mr. H. E. Pollock K.C. instructed by Mr. A. M. Preston of Messrs Johnson, Stokes and Master's office, defended, on behalf of Smith and the Institute of Engineers.

Mr. Looker said that the Court had been appointed by H. E. the Governor to rehear certain charges of gross misconduct against the Chief Engineer of the s.s. "Wallower," Warren Smith. The original investigation took place—

At this point Mr. Pollock interposed saying he had a preliminary objection to make. He was informed that there were members of the Court sitting who were not on the previous Court—two members of the five were on the previous Court. The point to which he wanted to draw the President's attention was that the previous Court had come to a certain decision of fact upon the evidence before the Court and that Court had full jurisdiction and competence upon that decision of fact to pass sentence. Counsel referred the President to the Merchant Shipping Act of 1899. The proceedings were under section 19, sub-section 8 which referred to the question of dealing with the certificate of an officer for gross misconduct, drunkenness or tyranny. Sub-section 11 laid down that the certificate shall not be cancelled or suspended by the Court unless a copy of the report or statement had been served on him previously to the investigation.

Answering, the President said the report was not served before the previous hearing. "The Court shall also exercise the following further powers" and among those further powers it said the Court had power to discharge any man or engineer or seaman from the ship for proved charges. There could be no question as to the jurisdiction of the original Court to enquire into the question and to pass sentence but they had not the power to pass a sentence cancelling the certificate by reason of the provisions of sub-section 11. The President: I don't quite follow you.

Mr. Pollock said he was dealing with the jurisdiction of the previous Court and he contended that the previous Court had full jurisdiction and competence to pass sentence but had not power and jurisdiction to do what it purported to do by cancelling the certificate and the reason why the Court had no power was because under sub-section 11 it was provided that a certificate shall not be cancelled or suspended unless a copy of the report and statement of the case have been furnished before the investigation of the enquiry to the holder of the certificate. That was not done.

The point he was making, counsel went on to say, was that there was an actual finding by the previous Court on fact with reference to the conduct of the Chief Engineer and on that finding a certain sentence could have been passed. The court which was present to-day was composed of two gentlemen who had already pronounced judgment on the facts against the accused and who could perfectly well have passed a sentence on the accused; but they passed another sentence. Counsel submitted that there should be the same Court to rehear the case. It would be different if the previous Court had not come to a decision on the facts but inasmuch as the previous Court had given a decision on the facts it was not likely that the case would be reheard by the same Court.

The President said he reheard cases everyday as Stipendiary Magistrate.

Mr. Pollock:—Yes, upon fresh evidence. "No, No!" said the President, "not upon fresh evidence."

Mr. Pollock:—Well on entirely fresh argument. If you had come to a decision on the facts of the case I think it would be extremely unlikely for the case to be reheard. Of course a technical point might arise but I think it is extremely unlikely that your Worship would have to rehear a case on fact.

Mr. Pollock went on to refer to the composition of the last Court which expressed a finding adverse to the accused. Dealing with the point that the sentence passed was passed by a Court that had not the lower Counsel said the letter written to defendant was to the effect that H. E. the Governor had ordered a re-hearing of the case as in his opinion there might have been a miscarriage of justice. The order was re-hearing to prevent a miscarriage of justice. That re-hearing could not possibly take place and Counsel submitted it was clear that the only form of re-hearing which could take place was a re-hearing under the same conditions as the original hearing. The President: What do you mean by conditions?

The Hon. Mr. Pollock said he meant literally what he said. That was to say that they could not have a re-hearing only for the purpose of preventing a miscarriage of justice; they could not put the accused in a worse position than he was at the original hearing and as the original hearing had been on given no statement of any charges, and therefore at the original hearing it was absolutely impossible and incompetent for the Court to pass a sentence cancelling his certificate. That was what he meant by the conditions of a re-hearing. They could not rehear and place the accused in a less favourable position than he was at the original hearing. That would be an extraordinary way of doing away with the so-called miscarriage of justice. In support of his contention that it was illegal, Counsel said accused had no notice served upon him and so they were now saying: "We are going to serve you with a notice which you did not have at the original hearing, so that we may put you in your proper position."

The President:—If the notice had been served at the original hearing would that have been sufficient?

Counsel said he did not know that he would like to make a definite statement on that point because some question might turn on it. It was obviously an injustice to try and put the man in a worse position by serving him with a notice. There was power to rehear part of the case by the Court of first instance; the rehearing, which is contemplated must obviously be under the same conditions as the ordinary hearing. If the document were to be let in that would be an absolute and palpable injustice and as he had submitted before, that would not be a rehearing of the case "either generally or in part." That would be to make out an entirely fresh case against the accused, and it would be an attempt to sentence him to some punishment to which he was not subjected at the original hearing. It was not proper that there should be the same members of the Court. Counsel further contended that it was a considerable hardship on that man to have the case reheard on such terms.

Mr. Looker said he was not very clear on Mr. Pollock's argument. He had complained of a hardship because two members of that Court were members of the other Court. That may or may not be so, but it did not affect the validity of the investigation. Mr. Pollock's objection seemed to have witted down to a hardship but he (Mr. Looker) did not see how that affected the present proceedings. As to it being a hardship the ordinance expressly provided for a re-hearing and the greater hardship attached to the members of the Court who sat before—far from being a hardship he thought it was mitigated considerably. He did not see how Mr. Pollock had any serious legal objection. It was an entirely new Court, under a new warrant ordered by the Governor. Mr. Pollock might address the Court in his concluding speech on the hardship inflicted upon the accused, and the Court could, if it thought fit, take it into consideration. Regarding the serving of the copy of the report or statement, Mr. Looker said it had been referred to in various ways. If the proceedings that were instituted (and which had been held over) had gone on, he had every confidence that the Court would have found that the ordinary provisions of the section had been complied with. Accused knew perfectly well before he came into Court what the report contained. The whole of the facts were read over to him by the Captain and he admitted them to the Captain in the presence of the Chief Officer and the supernumerary. The rehearing asked for was a rehearing done in every sense of the word.

Mr. Pollock denied this. There was nothing more Gilbertian than such a procedure. The accused had had his certificate suspended for six months and it was running on now. Was the Court to believe that was an absolute myth? Were they to imagine the Court sat, and that it was a fabrication that the Court came to a decision? Were they labouring under a delusion that the engineer's certificate had not been suspended? Were there fears of it all being a myth and delusion? Was he to say that nothing had happened, that no investigation had been held, that no enquiry had been commenced and that at the present moment the man's certificate had not been suspended? He wanted his position made absolutely clear. They said it was not a rehearing of the case. It must be a rehearing of the ordinary matter and under the same conditions; they could not consider any fresh charges.

The President thought the point might be considered at that moment but after further argument it was decided to adjourn a decision on the matter until after the hearing of the case.

Mr. Looker then went on to deal with the facts; how that the Chief Engineer Warren Smith had been guilty of gross misconduct. On February 1st last the ship was moored up the Saigon river. The boat had three British engineers and a Chinese engineer and the three British engineers were ashore. Captain B. W. S. Pritchard wrote a letter in which he said he was more than surprised that three engineers of the same steamer should all be ashore at the same time, particularly when working cargo in three holds. The letter went on: "I wish you to understand that I will not allow this to be done and in future one British engineer must be on board when there is steam in the boilers."

Accused on his return went to the Captain's cabin and banged the letter on the table and said the fourth engineer was quite good enough to be in the engine room at such a time. The Captain repeated it would not have to be done again and it was alleged accused said to the captain, "Do your damnedest." The chief engineer also said that the captain had no control over him and that he could do his "damndest." This was entered in the log and afterwards when read over to the accused in the presence of the chief officer and a supernumerary he admitted all except any reference to "damndest." The captain gave the accused orders that he was not to leave the engine-room denuded entirely of all the European engineers on February 8. The day before the ship arrived in Hongkong the captain said to the engineers that they were not to leave the ship without first obtaining the consent of the Chief Officer. Immediately on the ship's arrival the chief engineer went of shore without asking permission.

Mr. Looker said that Capt. Pritchard had informed him that the universal practice was that when an engineer wanted to go on shore, he went to the Captain or Chief Officer and said what he proposed to do. The captain did not think it was proper in the interests of the owners to leave the engine-room solely to a Chinese engineer. It would be a serious thing for ships if engineers did that.

EXPORTERS AND DEILERS.

SUBSCRIPTION INCREASED.

An extraordinary general meeting of the members of the Association of Exporters and Dealers of Hongkong was held yesterday afternoon in the Chamber of Commerce room at the new Government building. Present:—Messrs T. W. Hill (Bradley and Co., Ltd.), in the chair, M. Fernandes (Hongkong Mercantile Co.), G. Minkin (Gilman and Co.), F. van Andel (Holland China Trading Co.), W. A. Hannibal (W. A. Hannibal and Co.), E. A. Beaumont (Jardine, Matheson and Co.), D. K. Moss (Alex. Ross and Co.), W. M. Humphreys (W. M. Humphreys and Co.), On Kan Wa (Wing On Lee), S. Pinna (Harry Wicking and Co.), J. A. Higginbotham (J. D. Hatchell and Co.), U. Ramjahn (U. Ramjahn and Co.), T. G. Weall (Dodwell and Co. Ltd.), B. Tennant (W. Loxley and Co.) and E. A. M. Williams (Secretary).

The Chairman moved the following resolution:—
 That clause 3 of the Rules and Regulations of the Association of Exporters and Dealers of Hongkong be altered as from January 1st 1916 to read:—
 "All Mercantile Firms, and persons engaged or interested in the Export and Chinese Produce trade of Hongkong or China either as Exporter or Dealer shall be eligible for admission as members in the manner hereafter described and on payment of \$40.00 for the current year of their election and a like annual subscription thereafter, payable on 1st January in each year."

In moving the resolution the Chairman said that the original subscription was \$25; but in order to meet the Association's current expenses last year it had been necessary to make a levy of \$20. The increase now proposed would bring the amount of the subscription to \$40, which would be \$5 less than the subscription of last year.

The President had said at the annual meeting that the decrease of membership was in part due to the elimination of German members, and in part to the failure, much to their regret, to obtain proportionate representation of Chinese export firms in the Association. The Association had done good work, as the reports from time to time had shown, and it was especially worthy of support at the present time, when they were doing their best as exporters to get hold of the trade which was formerly largely in the hands of German firms. He hoped that all would support the resolution.

Mr. Minkin seconded, and the resolution was unanimously passed.

This was all the business.

PUPILS' PIANOFORTE RECITAL.

The pupils of Professor E. Dautenberg gave a pianoforte recital at the City Hall last evening before a large and very appreciative audience. The programme was one of twenty six numbers. The high standard of musical talent revealed by the pupils was very gratifying to the audience and their playing as a whole was distinctly creditable to their Professor. In addition to Professor Dautenberg's pupils, Mrs. F. Hyndman, Mr. E. G. Aquino and Professor Gonzalez kindly assisted. The full programme was as follows:—

PART I.
 1.—Gavotte Handel.
 Miss EDITH MANNING.
 2.—Serenade Italiana Victor Staub.
 Miss HELEN FARR.
 3.—Ethereal Poem Grieg.
 Miss MAY CREE.
 4.—Ingrid's Complaint Grieg.
 Miss ALMA BARNES.
 5.—Nocturne Dances (Duo) Grieg.
 Miss WILLIAM MACE and Prof. E. Dautenberg.
 6.—(a) Prelude in G minor Bachmann.
 (b) Concert Study in F Sharp major Macdowell.
 Miss ROSA SIMAS.
 7.—Song "Mon coeur s'ouvre a ta voix" Saint-Saens.
 (Canton of Dordogne) Mrs. F. HYNDMAN.
 8.—Variations on a theme of Beethoven for 2 Pianos Saint-Saens.
 Mrs. F. X. V. HYNDMAN and Prof. E. Dautenberg.
 9.—(a) To a wild Rose Macdowell.
 (b) Tzigane Scriabin.
 Miss ELZA ALVES.
 10.—The Swallows Grieg.
 Miss MARY FINCHAM.
 11.—Bondo for 2 Pianos Chopin.
 Miss MAY WOO and Prof. E. Dautenberg.
 12.—The Flatterer Chopinade.
 Miss BETTA D'AMAZADA e Castro.
 13.—Song "El Segreto" Zola.
 Mr. E. G. AQUINO.

PART II.
 1.—Nocturne in C minor Chopin.
 Miss BERTY MOW FONG.
 2.—Hungarian Fantasy Liszt.
 Miss ELVIDA OKSTVED.
 (The Orchestra part played on a second Piano by Prof. E. Dautenberg).
 3.—Violin Solo "Tandere" Dittis.
 Prof. F. GONZALEZ.
 4.—Allarg. Appassionato Saint-Saens.
 Prof. E. Dautenberg.
 5.—(a) The darning fiddle, (b) The darning needle Grieg.
 Miss GLADYS BROWN.
 6.—Casse-Noisette (Duo) Tchaikovsky.
 Miss CONNIE MARTIN and Prof. E. Dautenberg.
 7.—Burglar's Tale of Hoffman Offenbach.
 Miss LIZZIE MA.
 8.—Song without Words Mendelssohn.
 Miss MARY MA.
 9.—La Marche Chaminade.
 Miss MARY MA.
 10.—Ballad Chopinade.
 Miss MARY MA.
 11.—Rhapsody in G minor Brahms.
 Miss KYRINA ROCH.
 12.—Consolation Liszt.
 Miss DOMITILLA COLLAZADA.
 13.—Song "Yo lo juro" Mendelssohn.
 (Orchestra part played by Prof. E. Dautenberg).

ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP—APRIL 2ND AND 3RD.

Play for the Captain's Cup last Sunday and Monday resulted as follows:—
 Mr. E. Golland 90—10=77
 Mr. A. B. Raworth 92—12=80
 Mr. A. B. Stewart 90—12=78
 Mr. G. Tait 88—11=87
 Mr. E. Gollard 104—16=88
 Mr. C. B. Johnson 90—10=80

